

To: City of Lone Tree
Planning Department

From: Project Team

Date: January 5, 2024 UPDATED March 15, 2024

Re: **Ambleside School – Site Improvement Plan Amendment
Project Narrative**

Please accept this project narrative as the official submittal request for Ambleside School of Colorado. Galloway and Company are representing Ambleside School located at 9941 Lone Tree Parkway (State Parcel ID Number 2231-162-02-164), Lone Tree, Colorado, 80124. Ambleside is under contract with the current owner to purchase the subject property to convert to a private K-12 school.

Ownership Information:

Current:

First Baptist Church of Highlands Ranch
9941 Lone Tree Parkway
Lone Tree, CO 80124\

Future (pending purchase):

Ambleside School of Colorado
1510 East Phillips Avenue
Centennial, CO 80122

Representative:

Galloway & Company, Inc.
Aaron McLean, Development Services PM
5500 Greenwood Plaza Blvd, Suite 200
Greenwood Village, CO 80111

Mineral & Water Rights Owners:

None identified.

General Project Concept, Impacts and Public Services:

Major Site Improvement Plan Amendment Application: The proposed scope of work under the SIP is accommodate the Change In Use of the existing church facility to private, K-12 school use. The proposed improvements to the property consist of a new sidewalk connection from the building to the east, where existing sidewalks are along Lone Tree Parkway. In addition, a new trail connection will be made from the property to the south, where there is an existing trail that connects to a regional trail network.

Public infrastructure surrounds the property where the exiting church building utilizes public water and sanitation services, along with publicly maintained streets. The proposed school use does not anticipate the need to change existing water and sanitation services to the building; however, the building design team continues to evaluate the demands. Fire protection services are provided by South Metro Fire Rescue Fire Protection District.



Traffic Operation Plan:

A traffic operations plan has been contemplated to ensure that traffic does not impact public right-of-way during pick up and drop off operations. The plan can be adjusted and iterated on as conditions and school populations change. Ambleside is committed to being flexible and making adjustments to ensure the safety of all.

As stated, the goal of the operations plan is to maintain safe circulation throughout the site while ensuring no vehicles queue out into public right of way. A number of strategies will be used, and adjusted, if necessary, to ensure this happens.

Ambleside will have school staff on site to direct traffic, provide guidance, and ensure that the operations plan is being followed. Staff are available to adjust traffic flows if needed, guide students into and out of the building, observe opportunities to improve the plan, and provide constant communication to parents.

Ambleside purposefully limits its school size (in our bylaws) to 208 students or fewer. Based on current operations average (which takes into account siblings and family ride sharing), we anticipate that the auto occupancy would be approximately 2.3 and some percentage of walking or biking from the surrounding neighborhoods. The new school anticipates 30 staff members who drive daily to school that would arrive and leave outside of the peak hours and have dedicated parking away from primary traffic flows.

School drop-off takes place from 7:20 - 7:50 a.m. M-F. The grades levels will be dropped off in a staggered scheduled:

- 9-12 at 7:20 AM
- K-5 at 7:30 AM
- 6-8 at 7:40 AM

The youngest grade levels will park and be walked into school (with additional efficiencies such as requesting vehicles be backed in for ease of egress) while the oldest grade levels will have designated parking. It is anticipated that with this operations plan fewer than 25 vehicles will queue at any given time. The site has stacking space for up to 31 vehicles before impacting the access driveway.

School pick-up takes place from 3:30 - 3:45 M-Th and 12:15 - 12:30 on F. In a similar manner, vehicles will drive through and pick up their children. Staff members leave for the day at various times from 3:45 - 5:30 p.m. The PM pick ups are spread due to various school activities. Outbound traffic from the site will be directed to the right along Lone Tree Parkway if continuing to the east and to the left along Lone Tree Parkway if heading north or west.

We have very little traffic on campus from late May - mid - August.

Lone Tree Comprehensive Plan Analysis:

Land Use Goal, Objectives, and Policies – Goal: Well-managed growth based on sound planning principles and with an emphasis on high-quality design.

Mixed-Use, Compact, and Pedestrian-Friendly Development

- Objective: Safe, high-quality, mixed-use, compact, and pedestrian and bicycle-friendly development.
 - Policies:
 - Promote a balanced mix and distribution of land uses in Lone Tree that also fosters a live, work, and play environment.

Galloway Response: The proposed permitted use of a school will balance the existing built out neighborhoods surrounding the subject property. The school would support residents of Lone Tree by offering a place to work, learn, and play in the same neighborhood in which they live.

- Provide safe and convenient vehicular, pedestrian, and bicycle access and connections between neighborhoods and destinations throughout the City for people of all ages and abilities.
Galloway Response: The proposed school will be considered a Change In Use from the existing church on the subject property. The existing vehicular, pedestrian, and bicycle access and connections will remain for the neighborhoods and residents to enjoy for the foreseeable future. Furthermore, an additional requirement within the General Requirements of the PD will require the Change In Use to provide a Traffic Study that will include queuing analysis and on-site vehicular circulation analysis to ensure safety.
- Encourage the location of institutional uses within or in proximity to residential neighborhoods as places for people to walk to, such as civic buildings, schools, and other places of assembly, day care facilities, and neighborhood commercial areas.
Galloway Response: The Change In Use from a church to a school will ensure that this policy will remain for the neighborhoods and residents to continue to enjoy.
- Ensure redevelopment is harmonious with existing neighborhood characteristics in terms of quality, impacts, and scale.
Galloway Response: The Change In Use will have minimal impacts on the existing neighborhood compared to the impacts of the existing church. A school and church share common impacts to surrounding areas.

Neighborhood Development and Housing Options

- Objective: Residential areas that are safe, attractive, and desirable places, with a mix of housing types and affordability ranges to accommodate a broad range of demographic groups in the City.
 - Policies:
 - Foster neighborhoods and distinct areas interwoven within the City that have their own unique identity.
Galloway Response: The existing identity of the existing neighborhoods surrounding the subject property will remain. The proposed Change In Use for the school will only foster closer bonds and provide a stronger support for the community at large.

Redevelopment

- Objective: Redevelopment outcomes that benefit the Lone Tree community.
 - Policies
 - Support redevelopment that advances the objectives of safe, compact, mixed-use, and pedestrian and bicycle-friendly development and is consistent with the City's Design Guidelines.
Galloway Response: The Change In Use/ Redevelopment of the existing church to a school support this policy as the City's Design Guidelines will be followed by the concurrent Major SIP Amendment which is reviewed by City Staff. Furthermore, the overall character of the area will not be changed and will provide enhanced new pedestrian/trail connections.
 - Encourage redevelopment that creates greater connections to local parks, plazas and other gathering spaces, and access by pedestrians, bicycles, automobiles, and transit users.
Galloway Response: Additional new pedestrian/trail connections will be included during the concurrent Major SIP Amendment application submittal.
 - Ensure redevelopment areas have adequate infrastructure, facilities and services when deciding changes in land use.

Galloway Response: There will be no change or stress on the existing infrastructure, facilities, and services within the subject property.

- Ensure redevelopment is harmonious with existing neighborhood characteristics in terms of quality, impacts, and scale.

Galloway Response: The Change In Use/ Redevelopment of the existing church to a school will be harmonious with the existing neighborhood. It is anticipated that the proposed school use will have less vehicle trips and traffic related impacts to the surrounding neighborhoods.

Design Guidelines & Standards; Architecture and Site Planning Analysis:

- Access & Circulation
 - CS-18. Link to circulation systems.
 - Provide safe, well-defined circulation systems within the site that connect users directly to entryways, public spaces, adjoining uses, trails, transit, and other pedestrian and bike lane systems. Identify services and amenities within one-half mile of the site and design sidewalks and trails to access them.
Galloway Response: The existing site provides access to trails and major sidewalks and on-road bike lanes. Additionally new pedestrian/trail connections will be included at the SIP stage.
 - CS-B. Design Standard
 - The minimum, unobstructed sidewalk clearance shall be compliant with Americans with Disabilities Act (ADA) standards. Site amenities shall not impede the path of travel. Greater widths may be required based on location and expected use.
Galloway Response: All ADA standards will be met or exceeded.
 - CS-19. Provide ample, clear sidewalks.
 - Sidewalks should be designed with ample width to accommodate pedestrian flow and circulation free from obstructions.
Galloway Response: The existing sidewalks along Lincoln Avenue and Wildcat Trail will remain.
 - CS-20. Encourage alternative modes of transportation.
 - Create conditions that are conducive to walking, bicycling and transit use by fostering safe, walkable environments.
Galloway Response: The subject site is a prime example of multimodal options having the existing trails and major sidewalks and on-road bike lanes with plans to expand with new pedestrian/trail connections.

We look forward to working with City of Lone Tree Staff on this exciting development.